



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2004-19

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2004-01			
97-24-02 R1	R	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A/-3R), CL-600-2B16 (CL-604) Series
2003-23-05	COR	Titeflex Corporation	Appliance: Titeflex Hoses
2003-24-12R1	R	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7F, -7H, -7AH, and -7J Turbofan
2003-26-05		General Electric Company	Engine: CF34-8C1 and CF34-8C5 Series Turbofan
2003-26-06		Anjou Aeronautique	Appliance: Safety Belts and Restraint Systems
2003-26-07		McDonnell Douglas	MD-90-30
2003-26-08		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2003-26-09	S 2003-22-09	Pratt & Whitney	Engine: PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 Turbofan
2003-26-10		Airbus	A300 B2 and B4 Series; and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) Series
2003-26-11		General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2003-26-12		Boeing	737-600, -700, and -800, 757-200, 757-300 Series
2003-26-13		Boeing	747 Series
2003-26-14		Kidde Aerospace	Appliance: Hand-Held Halon Fire Extinguishers
2004-01-01		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-01-02		Boeing	767-200, -300, and -300F Series
2004-01-03	S 98-01-12	Airbus	A319, A320, and A321 Series
2004-01-04	S 2000-20-05	Empresa Brasileira	EMB-120 Series
2004-01-05		Dassault Aviation	Mystere-Falcon 900, Falcon 900EX, Falcon 2000 Series
2004-01-06		Fokker Services B.V	F.28 Mark 0070 and 0100 Series
2004-01-07		BAE Systems (Operations) Limited	BAe 146 and Avro 146-RJ Series
2004-01-08		Pratt & Whitney	Engine: JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 Turbofan
2004-01-11		Hamburger Flugzeugbau G.m.b.H.:	HFB 320 HANSA
2004-01-12		EMBRAER	EMB-135 and EMB-145 Series
Biweekly 2004-02			
2003-26-11	COR	General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), 1900D
2004-01-15		McDonnell Douglas	717-200
2004-01-16		McDonnell Douglas	MD-11 and -11F
2004-01-17		McDonnell Douglas	MD-11 and -11F
2004-01-18		McDonnell Douglas	MD-11 and -11F
2004-01-19		McDonnell Douglas	MD-11 and -11F
2004-01-20		Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C and -535E Series Turbofan
2004-01-21		Rolls-Royce plc	Engine: RB211-22B, RB211-524, and RB211-535 Series Turbofan
2004-02-01		Gulfstream Aerospace Corp.	G-V Series
2004-02-51	E	EMBRAER	EMB-135 and -145 series

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Biweekly 2004-03			
2003-25-05 2004-02-02	COR, S 94-04-09	Bombardier, Inc. Empresa Brasileira De Aeronautica S.A. (EMBRAER)	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 EMB-135 and -145 Series
2004-02-04 2004-02-05 2004-02-06		Dassault Aviation Bombardier, Inc McDonnell Douglas	Falcon 900EX Series DHC-8-400, -401, and -402 DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A- and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2004-02-07 2004-02-08 2004-02-09		Bombardier, Inc. Boeing McDonnell Douglas	CL-600-2B19 (Regional Jet Series 100 & 440) 737-300, -400, and -500 Series DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-02-51	E	Empresa Brasileira De Aeronautica S.A. (EMBRAER)	EMB-135 and -145 Series
2004-03-01 2004-03-02 2004-03-03	S 2003-03-11	Air Cruiser Company Airbus Fokker Services B.V.	Appliance: Emergency Evacuation Slide/Raft System A321 Series F.28 Mark 0070 and 0100 Series
Biweekly 2004-04			
2004-02-02 2004-02-51	COR FR	EMBRAER EMBRAER	EMB-135 and -145 Series EMB-135 and -145 Series
2004-03-04 2004-03-05 2004-03-06 2004-03-07 2004-03-08 2004-03-09	S 98-04-49	BAe Systems (Operations) Ltd Boeing Airbus Airbus Learjet Boeing	Jetstream 4101 777-200 Series A319 and A320 Series A320-111, -211, -212, and -231 Series 31, 31A, 35, 35A (C-21A), 36 and 36A 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, and 747SP Series
2004-03-10		Airbus	A300 B4-600, A300 B4-600R, F4-600R (collectively called A300-600), and A310 Series
2004-03-11 2004-03-12 2004-03-13 2004-03-14 2004-03-15 2004-03-16 2004-03-17	S 2000-04-13 S 95-22-04 S 99-21-09	Boeing Aerospatiale Bombardier, Inc. Bombardier, Inc. Fairchild Dornier GmbH Boeing	747-200C and -200F Series ATR72 Series DL-215-1A10 (Piston) and CL-215-6B11 (Turboprop) Series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 328-300 Series
2004-03-18		Aerospatiale	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR Series
2004-03-19 2004-03-20 2004-03-21 2004-03-22 2004-03-23 2004-03-24 2004-03-25 2004-03-26 2004-03-28 2004-03-30 2004-03-31 2004-03-34 2004-03-35 2004-03-36 2004-04-02 2004-04-03	S 98-12-18 S 2001-08-07 S 2000-10-21	Airbus Fokker Services B.V. McDonnell Douglas Dassault Aviation Boeing Airbus Airbus Dassault Aviation Bombardier, Inc. Boeing Boeing Boeing Raytheon Aircraft Company Fairchild Dornier GmbH Saab Aircraft AB Boeing	ATR42-200, -300, -320, and -500, ATR72-101, -102, -201, -202, -211, -212, and -212A Series A320-111, -211, and -231 Series F.28 Mark 1000, 2000, 3000, and 4000 Series 717-200 Falcon 2000 Series 737-200 and -300 Series A330-200, A330-300, A340-200, and A340-300 Series A330 and A340-200 and -300 Series Falcon 900EX Series DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 727, 727C, 727-100, and 727-100C Series 727, 727-100C, 727-200F, and 727C Series 737-100, -200, -200C, -300, -400, and -500 Series Beech 400A, 400T Series 328-100 Series SAAB 2000 Series 737-300, -400, and -500 Series

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Biweekly 2004-05			
2004-03-33		Airbus	A300 B2, A300 B4, A300 B4-600, A300 B4-600R, A300 F4-600R (collectively called A300-600), A310, A319, A320, A321, A330-301, -321, -322, -341, -342, A340-211, -212, -213, -311, -312, and -313
2004-04-04 2004-04-05		General Electric Company Rolls-Royce Corporation	Engine: CF34-8E Series Turbofan Engine: AE 3007A, AE 3007A1/1, AE 3007A1/2, AE 3007A1, AE 3007A1/3, AE 3007A1P, and AE 3007A3 Turbofan
2004-04-07	S 2001-10-07, 2003-01-05	General Electric Company	Engine: CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A8, CF6-80C2A5F, CF6-80C2B1, CF6-80C2B2, CF6-80C2B4, CF6-80C2B6, CF6-80C2B1F, CF6-80C2B2F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80E1A2, CF6-80E1A4
2004-04-08 2004-04-09 2004-04-11 2004-05-03		Boeing Pratt & Whitney Canada Dassault Aviation McDonnell Douglas	777-200 Series Engine: JT15D-1, -1A, and -1B Turbofan Mystere-Falcon 50 Series
2004-05-04 2004-05-05	S 2001-13-09	Airbus Airbus	A319 and A320 Series A300 B2-1C, B2-203, B2K-3C, B4-2C, B4-103, B4-203; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600), and A310 Series
2004-05-06		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A, KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, and MD-11, MD-11F
2004-05-07 2004-05-08 2004-05-09	S 2001-17-28 R1	Boeing McDonnell Douglas McDonnell Douglas	767 DC-9-31, DC-9-32 DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-05-10	S 88-19-03 R1	Boeing	767 Series
Biweekly 2004-06			
2004-03-01	COR S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft Systems
2004-04-10		Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600), and A310 Series
2004-05-11 2004-05-12 2004-05-13 2004-05-14 2004-05-15 2004-05-16 2004-05-17 2004-05-18 2004-05-19 2004-05-20	S 2002-08-21 S 2000-03-08	BAE Systems (Operations) Ltd Bombardier, Inc. Bombardier, Inc. Boeing Dassault Aviation Boeing EMBRAER McDonnell Douglas Boeing McDonnell Douglas	BAe 146 Series CL-600-2B19 (Regional Jet Series 100 & 440) DHC-8-401 and -402 707 and 720 Series Mystere-Falcon 900 Series 767-200 and -300 Series EMB-135 and -145 Series MD-90-30 737-600, -700, -700C, -800, and -900 Series DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2004-05-21 200X-05-22		Bombardier, Inc. Rolls-Royce Deutschland Ltd & Co KG (RRD)	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-25		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2004-05-26 2004-05-27		Boeing Boeing	777 Series 737-200 Series

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Biweekly 2004-06 continued			
2004-05-30		Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-05-31		Rolls-Royce plc	Engine: Trent 700 Series Turbofan
2004-06-02		Airbus	A319, A320, and A321 Series
2004-06-03		Airbus	A320, A319, and A321 Series
Biweekly 2004-07			
2004-05-22	COR	Rolls-Royce Deutschland	Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-30	COR	Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-06-01		Fairchild Dornier GmbH	328-100 Series
2004-06-06		McDonnell Douglas	DC-8-70 and -70F Series
2004-06-07		EMBRAER	EMB-120 Series
2004-06-08		Bombardier, Inc.	DHC-8-401 and -402
2004-06-11		Airbus	A330-301, -321, -322, -341,-342, A340-211, -212, 213, -311, -312, and -313 Series
2004-06-12		Boeing	747-400F Series
2004-06-13	S 99-26-22	Airbus	A319 and A320 Series
2004-06-14		Saab Aircraft AB	SAAB 2000 Series
2004-06-15		BAE Systems (Operations) Ltd	Avro 146-RJ and BAe 146 Series
2004-06-16		Fairchild Dornier GmbH	328-100 Series
2004-06-17		BAE Systems (Operations) Ltd	Jetstream 4101
2004-06-18	S 89-11-03	Boeing	737-100, -200, -300, -400 and -500 Series
2004-07-01		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) Series
2004-07-02		Airbus	A318, A319, A320, and A321 Series
2004-07-03		Dassault Aviation	Mystere-Falcon 50 Series
2004-07-04	S 2001-26-24	McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, and DC-9-34F; DC-9-21, DC-9-41, and DC-9-51 Series
2004-07-05	S 78-01-16	McDonnell Douglas	DC-9-10, DC-9-20, DC-9-30, DC-9-40, and DC-9-50 Series
2004-07-07	S 99-09-13	Boeing	757-200 and -200CB Series
2004-07-08		McDonnell Douglas	DC-9-15
2004-07-13		General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F turbofan
Biweekly 2004-08			
2004-04-03	COR	Boeing	737-300, -400, and -500 Series
	S 2000-10-21		
2004-05-19	COR	Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-06		Boeing	707 and 720 Series
2004-07-09	S 2003-06-03	General Electric Aircraft Eng.	Engine: CT7 Series Turboprop
2004-07-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-11		Boeing	767-400ER Series
2004-07-12		McDonnell Douglas	MD-90-30
2004-07-14		McDonnell Douglas	DC-9-15, DC-9-31, and DC-9-32
2004-07-15	S 98-25-05	Airbus	A321-111, -112, and -131 Series
2004-07-16		Construcciones Aeronauticas, S.A. (CASA)	C-235 Series
2004-07-17		Construcciones Aeronauticas, S.A. (CASA)	C-212 Series
2004-07-18		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-07-19		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SR, and 747SP Series
2004-07-20		Boeing	747-400 and -400D Series
2004-07-21		Gulfstream Aerospace LP	Astra SPX and 1125 Westwind Astra Series

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Biweekly 2004-08 continued			
2004-07-22	COR S 94-15-12, & 94-15-18	Boeing	747 Series
2004-07-23		Saab Aircraft AB	SF340A, 340B Series
2004-07-24		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900 and Falcon 900EX Series
2004-07-25	S 87-16-02	Hartzell Propeller Inc.	Propeller: HC-B5MP-3C/M10876K
2004-08-01		Fokker Services B.V.	F.28 Mark 0070 and 0100 Series
2004-08-02		McDonnell Douglas	717-200
2004-08-03		Airbus	A300 B4-601, A300 B4-603, A300 B4-620, and A300 C4-605 Variant F Series
Biweekly 2004-09			
2004-08-04		McDonnell Douglas	MD-11 and MD-11F
2004-08-05	S 2000-02-39	Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, F4-600R, C4-605R Variant F (Collectively Called A300-600), and A310 Series
2004-08-06		BAe Systems (Operations) Ltd	BAe 146-100A and -200A Series
2004-08-07		Boeing	767-300 Series
2004-08-08		Gulfstream Aerospace Corp.	G-IV Series
2004-08-09		Airbus	A300 B2, B4, A300 B4-620, B4-622, and C4-620, A300 B4-601, -603, -605R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322
2004-08-11		BAe Systems (Operations) Ltd	Jetstream 4101
2004-08-15	S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-08-16		NARCO Avionics Inc	Appliance: AT150 Transponders
2004-08-18	S 2001-09-04	Fairchild Dornier GmbH	328-300 Series
2004-08-19		Airbus	A330-200 Series
2004-09-01		Airbus	A300 B4-600, B4-600R, C4-605R Variant F, F4-600R (Collectively Called A300-600) and A310 Series
2004-09-04		Boeing	747-400 and -400D Series
2004-09-05		Cessna Airplane Company	500, 501, 550 and 551
2004-09-06	S 2002-08-13	Airbus	A319, A320, and A321 Series
2004-09-08		Saab Aircraft AB	SF340A and 340B Series
2004-09-09		Boeing	737-200C Series
2004-09-10		Boeing	747 Series
2004-09-11		Boeing	767-200, -300, and -300F Series
Biweekly 2004-10			
2000-02-07 R1	R	Bombardier, Inc.	DHC-7-100 Series
2004-03-14 R1	R	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Series
2004-05-10	COR S 88-19-03 R1	Boeing	767 Series
2004-07-13	COR	General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F Turbofan
2004-07-22	COR S 94-15-12, 94-15-18	Boeing	747 Series
2004-09-07		Raytheon Aircraft Company	1900, 1900C, 1900C (C12J), and 1900D
2004-09-12		Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-13		EMBRAER	EMB-135BJ and EMB-145XR Series
2004-09-14	S 2001-07-05	Boeing	767 Series
2004-09-15		EMBRAER	EMB-135 and -145 Series
2004-09-16	COR	Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-17		Fairchild Dornier GmbH	328-100 and 328-300 Series
2004-09-18		BAe Systems (Operations) LTD	Jetstream 4101
2004-09-19		Airbus	A319 and A320 Series
2004-09-20	S 2000-18-11	Gulfstream Aerospace LP	1125 Westwind Astra Series
2004-09-21		Saab Aircraft AB	SAAB 2000 Series
2004-09-22		Fairchild Dornier GmbH	328-300 Series
2004-09-23		Fokker Services B.V.	F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2004-10 continued

2004-09-24		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2004-09-25		Saab Aircraft AB	SAAB 2000 Series
2004-09-26		Raytheon Aircraft Company	Hawker 800XP
2004-09-27		Dassault Aviation	Mystere-Falcon 50 Series
2004-09-28	S 93-20-03	Lockheed	L-1011 Series
2004-09-29		Honeywell International Inc.	Engine: TPE331-10-501C, -10-511C, -10-501K, -10-511K, -10-501M, -10-511M, -10AV-511B, -10AV-511M, -10GP-511D, -10GT-511D, -10N-511S, -10N-512S, -10N-513S, -10N-514S, -10N-515S, -10N-531S, -10N-532S, -10N-533S, -10N-534S, -10N-535S, -10P-511D, -10R-501C, -10R-502C, -10R-511C, -10R-512C, -10R-513C, -10T-511D, -10T-511K, -10T-511M, -10T-512K, -10T-513K, -10T-515K, -10T-516K, -10T-517K, -10U-501G, -10U-502G, -10U-511G, -10U-512G, -10U-503G, -10U-513G, -10UA-511G, -10UF-501H, -10UF-511H, -10UF-512H, -10UF-513H, -10UF-514H, -10UF-515H, -10UF-516H, -10UG-513H, -10UG-514H, -10UG-515H, -10UG-516H, -10UGR-513H, -10UGR-514H, -10UGR-516H, -10UR-513H, -10UR-516H, -11U-601G, -11U-602G, -11U-611G, and -11U-612G Turboprop
2004-09-30		Raytheon Aircraft Company	1900C
2004-09-31		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2004-09-32		Boeing	757-200 Series
2004-09-33		Boeing	747-400 and 747-400D Series
2004-09-34	S 2002-01-04	General Electric Company	Engine: CF6-80E1
2004-09-35		Saab Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-09-36		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series
2004-09-37	S 2003-08-12	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R), and CL-600-2B16 (CL-604) Series
2004-09-38		Fairchild Dornier GmbH	328-300
2004-09-39		Saab Aircraft AB	SAAB 340B Series
2004-10-01		Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7AH, -7H, -7F, -7J, -20, and -20J Turbofan

Biweekly 2004-11

2003-07-11	COR S 2001-05-06	Rolls-Royce Deutschland Ltd & Co KG	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2004-01-16	COR	McDonnell Douglas	MD-11 and -11F
2004-08-15	COR S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-10-02		Airbus	A300 B4-600, A300 B4-600R, A300 F4-600R (Collectively Called A300-600), A310, A319, A320, A321, A330, A340-200, and -300 Series
2004-10-03		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-10-04	S 94-04-02	Bombardier, Inc.	CL-215-6B11 (CL215T Variant), CL-215-6B11 (CL415 Variant) Series
2004-10-05		Boeing	747-400, 747-400D, 747-400F, 757-200, 757-200PF, 757-200CB, 767-200, 767-300, and 767-300F Series
2004-10-06		Boeing	727-100, -200, 737-100, -200, -200C, -300, -400, -500, and 747 Series
2004-10-09		BAE Systems (Operations) Ltd	BAe 146 Series
2004-10-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-10-11		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2004-10-12		McDonnell Douglas	DC-10-30
2004-10-13		CFM International, S.A.	Engine: CFM56-2-C, -3, and -5 Series Turbofan
2004-10-15		Garmin International Inc.	Appliance: Mode S Transponders

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2004-12			
2004-11-01		Raytheon Aircraft Company	BAe.125 Series 800A (including C-29A and U-125 variant), 800B, Hawker 800 (including U-125A variant) and 800XP
2004-11-02		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-11-03		Boeing	747-400 and -400F Series
2004-11-07		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-11-08		Airbus	A330, A340-200, and A340-300 Series
2004-11-09		Fokker Services B.V.	F.28 Mark 0070 Series
2004-11-11		Boeing	737-600, 737-700, 737-700C, 737-800, and 737-900 Series
2004-11-13	S 2004-07-02	Airbus	A318, A319, A320, and A321 Series
2004-12-01		Airbus	A330-202, -203, -223, and -243 and A330-300 series
2004-12-02		Raytheon Aircraft Company	BAe.125 Series 800A, 800A (C-29A), 800B, and Hawker 800
2004-12-04		Airbus	A300 B2 and A300 B4 Series
2004-12-05		BAE Systems (Operations) Ltd	BAe 146 Series
Biweekly 2004-13			
2004-03-34 R1	R	Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2004-05-12 R1	R	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-09-05	COR	Cessna Airplane Company	500, 501, 550, and 551
2004-12-03		Saab Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-12-07	S 99-24-07	Boeing	757 Series
2004-12-08	S 2000-12-05	International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 Turbofan
2004-12-09	S 2001-17-12	McDonnell Douglas	MD-11 and -11F
2004-12-10		Hamilton Sundstrand Corp.	Propeller: 568F
2004-12-12		Embraer	EMB-120 Series
2004-12-13		Aerospatale	ATR42-500 and ATR72-212A Series
2004-12-14		Fairchild Dornier GmbH	328-100 Series
2004-12-15		Boeing	777-200 Series
2004-12-16	S 2000-15-14	McDonnell Douglas	MD-11 and -11F
2004-12-17		Boeing	757-200 Series
2004-12-18		EMBRAER	EMB-120 Series
2004-12-19		Airbus	A319, A320, and A321 Series
2004-13-01	S 2002-01-28	Dowty Aerospace Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2004-13-02		Boeing	747-100, -200B, and -200F Series
2004-13-03		Rolls-Royce (1971) Limited	Engine: Viper Mk.601-22 Turbojet
2004-13-04		Short Brothers PLC	SD3-SHERPA Series
2004-13-11		Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 Series Turbofan
Biweekly 2004-14			
2004-03-34 R1	COR	Boeing	737-100, -200, -200C, -300, -400, -500 Series
2004-10-14	S 91-14-22	Lycoming Engines	Engine: Direct-drive reciprocating engines
2004-13-06		Airbus	A319 and A320 Series
2004-13-07		BAE Systems (Operations) Limited	Jetstream 4101
2004-13-08		Short Brothers PLC	SD3-60 Series
2004-13-09		Bombardier, Inc	DHC-8-301, -311, and -315
2004-13-10		Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2004-13-12		Empresa Brasileira De Aeronautica S.A. (Embraer)	EMB-120 Series
2004-13-13		Empresa Brasileira De Aeronautica S.A. (Embraer)	EMB-120 Series
2004-13-14		Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, C4 605R Variant F, and F4-600R (Collectively Called A300-600)
2004-13-15		Boeing	747-400 and 400D
2004-13-16	S 2001-17-03	EMBRAER	EMB-135BJ, EMB-135, and EMB-145 Series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2004-14 continued			
2004-13-17	S 2000-09-11	Fokker Services B.V.	F.28 Mark 0700 and 0100 Series
2004-13-18		Gulfstream Aerospace LP	Astra SPX, Westwind Astra 1125 Series, and Gulfstream 100
2004-13-19		Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, C4 605R Variant F, F4-600R (Collectively Called A300-600, and A310 Series
2004-13-20		Garmin AT	Appliance: Global positioning system (GPS)
2004-13-21		Short Brothers PLC	SD3-60 SHERPA Series
2004-13-23		McDonnell Douglas	DC-9-82 (MD-82), DC-9-83 (MD-83), and MD-88
2004-13-24		Airbus	A310 Series
2004-13-25	S 2000-12-06	Airbus	A330, A340-200, and -300 Series
2004-14-01	S 2001-24-10	Fokker Services B.V.	F.28 Mark 0070 and 0100 Series
2004-14-03		BAE Systems (Operations)	Jetstream 4101
2004-14-04		BAE Systems (Operations)	BAe 146, Avro 146-RJ Series
2004-14-05		McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8F-54, DC-8-55, DC-8F-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, and DC-8-73F
2004-14-06	S 98-09-20	Airbus	A310 Series
2004-14-07		BAE Systems (Operations)	Jetstream 4101
2004-14-09	S 98-22-05	Airbus	A320-111, -211, -212, and -231 Series
2004-14-10	S 2002-14-11	McDonnell Douglas	MD-11 and -11F
2004-14-11	S 2000-13-09	Saab Aircraft AB	SAAB 2000 Series
2004-14-14		Israel Aircraft Industries LTD	1121, 1121A, 1121B, 1123, 1124, and 1124A
2004-14-15	S 2001-11-10	Bombardier, Inc.	DHC-8-400
2004-14-16		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
Biweekly 2004-15			
2004-14-08		Airbus	A300 B4-600, B4-600R, C4-605R Variant F, F4-600R (collectively called A300-600), and A310 Series
2004-14-13		Boeing	747-100, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747 SR Series
2004-14-17	S 98-25-51	Airbus	A300 B4-620, A300 B4-622, A300 B4-622R, A310-221, A310-222, A310-324 and -325
2004-14-18		Bombardier, Inc.	DHC-8-102, -103, and -106
2004-14-19		Boeing	767 Series
2004-14-23		Airbus	A319-111, -112, -113, -114, A320-111, -211, -212, -214, A321-111, -112, and -211 Series
2004-14-24	S 2001-17-01	EMBRAER	EMB-120 Series
2004-14-25		EMBRAER	EMB-120 Series
Biweekly 2004-16			
2004-01-20	COR	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E Series Turbofan
2004-15-02		Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 884B-17, Trent 892-17, Trent 892B-17, and Trent 895-17 Turbofan
2004-15-03		General Electric Company	Engine: CF34-3A1 and -3B1 Series Turbofan
2004-15-04	S 99-05-12	Boeing	737-200, -200C, -300, -400, and -500 Series
2004-15-05		BAE Systems (Operations) Ltd	146 and Avro 146-RJ Series
2004-15-06		BAE Systems (Operations) Ltd	Jetstream 4101
2004-15-07		Airbus	A310 Series
2004-15-08	S 2001-21-04	Fokker Services B.V.	F.28 Mark 0070 and 0100 Series
2004-15-09		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2004-15-10		Saab Aircraft AB	SAAB SF340A Series
2004-15-12		Airbus	A330-202, -203, -223, -243, and A330-300 Series
2004-15-13		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-15-14		Airbus	A319-131, -132, -133, A320-231, -232, -233, A321-131 and -231 Series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 04-16 continued			
2004-15-16		Airbus	A310 Series
2004-15-17		Fokker Services B.V.	F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series
2004-15-20		EMBRAER	EMB-135 and -145 Series
2004-16-01		Airbus	A330, A340-200, and A340-300 Series
Biweekly 04-17			
2002-16-22	COR	Boeing	727 Series
2004-15-02	COR	Rolls-Royce plc	Engine: RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 884B-17, Trent 892-17, Trent 892B-17, and Trent 895-17 Turbofan
2004-15-03R1	R	General Electric Company	Engine: CF34-3A1 and -3B1 Series Turbofan
2004-16-02		Short Brothers PLC	SD3 Series
2004-16-03		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2004-16-04		Short Brothers PLC	SD3 Series
2004-16-05		Boeing	747 Series
2004-16-06		BAE Systems (Operations) Ltd	Avro 146-RJ Series
2004-16-09		Boeing	747 Series
2004-16-10		Boeing	767-200 and -300 Series
2004-16-11		Boeing	757-200, -200CB, -200PF, -300, 767-200, -300, -300F, and -400ER Series
2004-16-12	S 2001-02-07 2001-06-12 2001-08-23	Boeing	767-200, -300, and -300F Series
2004-16-13		Bombardier, Inc.	DHC-8-400, -401, and -402
2004-16-14		Thales Avionics	Appliance: Traffic Advisory/Resolution Advisory (TA/RA) Vertical Speed Indicator-Traffic Alert and Collision Avoidance System (VSI-TCAS) Indicators
2004-17-02		Raytheon Aircraft Company	65-A90, B90, C90, C90A, E90, F90, 99, 99A, A99A, B99, C99, 100, A100, B100, 200, B200, 200C, B200C, 200CT, B200CT, 200T, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, 65-A90-1 (U-21A or U-21G), 65-A90-2 (RU-21B), 65-A90-3 (U-21 Series), 65-A90-4 (U-21 Series), H90 (T-44A), A100-1 (U-21J), A100 (U-21F), A200 (C-12A, C-12C), A200C (UC-12B), A200CT (C-12D, FWC-12D, C-12F), A200CT (RC-12D, RC-12H), A200CT (RC-12G), A200CT (RC-12K, RC-12P, RC-12Q), B200C (C-12F), B200C (C-12R), B200C (UC-12M), B200C (UC-12F), and 1900C (C-12J)
Biweekly 04-18			
2001-14-08 R1	R, Recission	McDonnell Douglas	DC-10, MD-10, MD-11 Series
2004-17-05		Boeing	777-200 and 777-300 Series
2004-18-01		Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2004-18-02		Boeing	737-600, 737-700, 737-700C, 737-800, and 737-900 Series
2004-18-03	S 2004-07-01	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701), and CL-600-2D24 (Regional Jet Series 900) Series
2004-18-04		McDonnell Douglas	MD-10-10F, MD-10-30F, MD-11F, and 717-200

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 04-19			
97-09-02R3	R	CFM International	Engine: CFM56-5C2/G, -5C3/G, and -5C4 Series Turbofan
2004-18-05		Bombardier, Inc.	DHC-8-311
2004-18-06		Boeing	737-200, -200C, -300, -400, and -500 Series
2004-18-07	S 2001-15-23	BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2004-18-08		Boeing	727, 727C, 727-100, -100C, and -200 Series
2004-18-09		Boeing	777-200 and 777-300 Series
2004-18-10		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2004-18-11		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2004-18-13	S 98-13-37	Airbus	A300 B2 and B4 Series, A300 B4-601, B4-603, B4-605R, B4-620, B4-622R, C4-605R Variant F, and F4-605R
2004-18-14	S 2002-16-12	Airbus	A330 and A340-200 and -300 Series
2004-18-15	S 2001-24-21	McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F

BW 2004-19

CFM INTERNATIONAL AIRWORTHINESS DIRECTIVE ENGINE LARGE AIRCRAFT

97-09-02R3 CFM International: Amendment 39-13791. Docket No. 95-ANE-64-AD.

Applicability

This airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-5C2/G, -5C3/G, and -5C4 series turbofan engines. These engines are installed on, but not limited to, Airbus Industrie A340 series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (i) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent low cycle fatigue (LCF) failure of the high pressure turbine rotor (HPTR) front air seal, which could result in an uncontained failure and damage to the airplane, do the following:

(a) LCF retirement lives for HPTR front shafts, part numbers (P/Ns) 1498M40P03, 1498M40P05, and 1498M40P06, are now the same as originally calculated and are in agreement with the current airworthiness limitations section of Chapter 05 of the CFM56-5C Engine Shop Manual, CFMI-TP.SM.8.

(b) Remove from service HPTR front air seals, P/Ns 1523M34P02 and 1523M34P03, before accumulating 4,000 cycles-since-new, and replace with a serviceable part.

(c) LCF retirement lives for HPTR disks P/N 1498M43P04 are now the same as originally calculated and are in agreement with the current airworthiness limitations section of Chapter 05 of the CFM56-5C Engine Shop Manual, CFMI-TP.SM.8.

(d) LCF retirement lives for booster spools, P/N 337-005-210-0, are now the same as originally calculated and are in agreement with the current airworthiness limitations section of Chapter 05 of the CFM56-5C Engine Shop Manual, CMFI-TP.SM.8.

(e) For CFM56-5C4 engines, LCF retirement lives for low pressure turbine rotor (LPTR) stage 3 disks, P/Ns 337-001-602-0 and 337-001-605-0 are now the same as originally calculated and are in agreement with the current airworthiness limitations section of Chapter 05 of the CFM56-5C Engine Shop Manual, CMFI-TP.SM.8.

(f) For CFM56-5C2/G and -5C3/G engines, LCF retirement lives for LPTR stage 3 disks, P/Ns 337-001-602-0 and 337-001-605-0 are now the same as originally calculated and are in agreement with the current airworthiness limitations section of Chapter 05 of the CFM56-5C Engine Shop Manual, CMFI-TP.SM.8.

(g) This action establishes the new LCF retirement lives stated in paragraphs (a) through (f) of this AD, which are published in Chapter 05 of the CFM56-5C Engine Shop Manual, CMFI-TP.SM.8.

(h) For the purpose of this AD, a serviceable part is one that has not exceeded its respective new life limit as set out in this AD.

Alternative Methods of Compliance

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(j) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Effective Date

(k) This amendment becomes effective on October 14, 2004.

Issued in Burlington, Massachusetts, on September 1, 2004.
Jay J. Pardee,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 04-20411 Filed 9-8-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-19

**BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT**

2004-18-05 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-13783. Docket No. FAA-2004-18563; Directorate Identifier 2002-NM-98-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 12, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model DHC-8-311 airplanes, serial numbers 202 through 298 inclusive, certificated in any category.

Unsafe Condition

(d) This AD was prompted by the discovery that a certain revision of the Maintenance Program Support Manual (PSM) omits several fuselage skin panels from a list of skin panels that must be inspected. We are issuing this AD to prevent disbonding of the subject skin panels, which could reduce the load-carrying capacity of the skin panels and result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Review of Maintenance Records

(f) Within 14 days after the effective date of this AD, review the airplane maintenance records or maintenance logbook to determine if the most recent bonding integrity inspection of the fuselage skin panels was done according to Bombardier Maintenance Program Support Manual (PSM) 1-83-7A, Revision 6, dated January 30, 2001.

(1) If it can conclusively be determined that the most recent bonding integrity inspection of the fuselage skin panels was done according to PSM 1-83-7A, Revision 5, dated April 30, 1999; or Revision 7, dated August 15, 2001: This AD requires no further action.

(2) If the most recent bonding integrity inspection of the fuselage skin panels was done according to PSM 1-83-7A, Revision 6, dated January 30, 2001, or if it cannot be conclusively determined what revision of PSM 1-83-7A was used: At the applicable compliance time specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, do a resonance frequency inspection of the fuselage skin panels listed in Table 1 of this AD, according to a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent). PSM 1-83-7A, Revision 7, dated August 15, 2001, is one approved method.

(i) If no disbonding was found during any previous bonding integrity inspection: Within 1,000 flight hours or 6 months after the effective date of this AD, whichever is first.

(ii) If any disbonding was found during any previous bonding integrity inspection: Within 6 weeks after the effective date of this AD.

TABLE 1.—FUSELAGE SKIN PANELS

Engineering drawing	Skin panel description	PSM 1–83–7A figure sheet
85330204	Skin, Right Side, Bottom	Figure 4/(Sheet 2).
85330201	Skin, Right Side	Figure 4/(Sheet 5).
85330180	Skin, Right Side, Top	Figure 4/(Sheet 6).
85330181	Skin, Left Side, Top	Figure 4/(Sheet 7).
85330106	Skin, Left Side, Bottom	Figure 4/(Sheet 14).
85330105	Skin, Left Side	Figure 4/(Sheet 15).
85330101	Skin, Left Side, Bottom	Figure 4/(Sheet 16).
85330033	Skin, Bottom	Figure 4/(Sheet 17).
85330032	Skin, Right Side, Lower	Figure 4/(Sheet 18).
85330032	Skin, Right Side, Lower with Service Door	Figure 4/(Sheet 19).
85330031	Skin, Left Side, Lower	Figure 4/(Sheet 20).
85332750	Skin, Bottom, Center	Figure 4/(Sheet 25).
85332750	Skin, Bottom, Center	Figure 4/(Sheet 26).

Repair

(g) If any disbonding is found during the resonance frequency inspection required by paragraph (f) of this AD: Before further flight, repair per a method approved by the Manager, New York ACO; or TCCA (or its delegated agent).

Limitation on Future Inspections

(h) As of the effective date of this AD, no person may use PSM 1-83-7A, Revision 6, dated January 30, 2001, to inspect for disbonding of fuselage skin panels on any airplane having any serial number 202 through 298 inclusive.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, New York ACO, has the authority to approve AMOCs for this AD, if an AMOC is requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(j) Canadian airworthiness directive CF-2002-08, dated January 25, 2002, also addresses the subject of this AD.

Issued in Renton, Washington, on August 25, 2004.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-20204 Filed 9-3-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-19

BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-06 Boeing: Amendment 39-13784. Docket 2001-NM-246-AD.

Applicability: Model 737-200, -200C, -300, -400, and -500 series airplanes, as listed in Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (j) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To find and fix fatigue cracking of certain upper and lower skin panels of the fuselage, which could result in sudden fracture and failure of the skin panels and consequent rapid decompression of the airplane, accomplish the following:

External Detailed and Eddy Current Inspections

(a) For Groups 1 through 6 and Group 8 airplanes: Before the accumulation of 35,000 total flight cycles, or within 4,500 flight cycles after the effective date of this AD, whichever is later, do external detailed and eddy current inspections of the crown area and other known areas of fuselage skin cracking, per Part 1 and Figure 1 of the Work Instructions of Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001, except as provided by paragraph (i) of this AD. Repeat the external detailed and eddy current inspections at intervals not to exceed 4,500 flight cycles until paragraph (c), (d)(1)(ii), (e), (f), or (g) of this AD has been done, as applicable. Although paragraph 1.D. of the service bulletin references a reporting requirement, such reporting is not required by this AD.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(b) For all airplanes: Before the accumulation of 40,000 total flight cycles, or within 4,500 flight cycles after the effective date of this AD, whichever is later, do an external detailed inspection of the lower lobe area and section 41 of the fuselage for cracking, per Part 2 and Figure 2 of the Work Instructions of Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001, except as provided by paragraph (i) of this AD. Repeat the inspection at intervals not to exceed 9,000 flight cycles until paragraph (d)(2) or (e) of this AD has been done, as applicable.

Preventive Modification

(c) For Groups 3, 5, 6, and 8 airplanes: If no cracking is found during any inspection required by paragraph (a) of this AD, doing the preventive modification of the chem-milled pockets in the upper skin as specified in Part 5 of the Work Instructions of Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001, ends the repetitive external detailed and eddy current inspections required by paragraph (a) of this AD for the modified area only.

Corrective Actions

(d) If any cracking is found during any inspection required by paragraph (a) or (b) of this AD, before further flight, do the actions specified in paragraphs (d)(1) and (d)(2) of this AD, as applicable, per the Work Instructions of Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001. Where the service bulletin specifies to contact Boeing for repair instructions, before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD.

(1) Except as provided by paragraph (e) of this AD, for cracking of the crown area, do the repair specified in either paragraph (d)(1)(i) or (d)(1)(ii) of this AD.

(i) Do a time-limited repair per Part 4 of the Work Instructions of the service bulletin, then do the actions required by paragraph (f) of this AD at the times specified in that paragraph.

(ii) Do a permanent repair per Part 3 of the Work Instructions of the service bulletin. Installation of a permanent repair ends the repetitive inspections required by paragraph (a) of this AD for the repaired area only. Installation of the lap joint repair specified in paragraph (g) of AD 2002-07-08, amendment 39-12702, is considered acceptable for compliance with the corresponding permanent repair specified in this paragraph for the repaired areas only.

(2) Except as provided by paragraph (e) of this AD, for cracking of the lower lobe area and Section 41, repair per Part 2 of the Work Instructions of the service bulletin. Accomplishment of this repair ends the repetitive inspections required by paragraph (b) of this AD for the repaired area only.

Optional Repair Method

(e) For cracking in any area specified in paragraphs (d)(1) and (d)(2) of this AD within the limitations of Chapter 53, Subject 53-30-3, Figure 48 (for Model 737-100 and -200 series airplanes), of the Boeing 737-100 and -200 Structural Repair Manual (SRM); Chapter 53, Subject 53-00-01, Figure 229 (for Model 737-300 airplanes), of the Boeing 737-300 SRM; Chapter 53, Subject 53-00-01, Figure 231 (for Model 737-400 series airplanes), of the Boeing 737-400 SRM; and Chapter 53, Subject 53-00-01, Figure 229 (for Model 737-500 series airplanes), of the Boeing 737-500 SRM; repair cracks per the applicable SRM. Accomplishment of the applicable repair terminates the repetitive inspections required by paragraphs (a) and (b) of this AD for the repaired area only.

Follow-on and Corrective Actions

(f) If a time-limited repair is done, as specified in paragraph (d)(1)(i) of this AD: Do the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, at the times specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, per the Work Instructions of Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001.

(1) Within 3,000 flight cycles after doing the repair: Do a detailed inspection of the repaired area for loose fasteners per Part 4 of the Work Instructions of the service bulletin. If any loose fastener is found, before further flight, replace with a new fastener per the service bulletin. Then repeat the inspection at intervals not to exceed 3,000 flight cycles until permanent rivets are installed in the repaired area, which ends the repetitive inspections for this paragraph.

(2) Within 4,000 flight cycles after doing the repair: Do inspections of the repaired area for cracking per Part 4 of the Work Instructions of the service bulletin. If any cracking is found, before further flight, repair per a method approved by the Manager, Seattle ACO, or per data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD.

(3) Within 10,000 flight cycles after doing the repair: Make the repair permanent per Part 4 and Figure 20 of the Work Instructions of the service bulletin, which ends the repetitive inspections for the repaired area only.

Optional Terminating Action for Repetitive Eddy Current Inspections

(g) Accomplishment of paragraph (b) or (c), as applicable, of AD 2003-14-06, amendment 39-13225, ends the repetitive eddy current inspections required by paragraph (a) of this AD for that skin panel only; however the repetitive external detailed inspections required by paragraph (a) of this AD are still required for all areas.

Credit for Actions Done Per Previous Service Bulletin

(h) Inspections, repairs, and preventive modifications done before the effective date of this AD per Boeing Alert Service Bulletin 737-53A1210, dated December 14, 2000, are acceptable for compliance with the corresponding actions required by this AD.

Exception to Service Bulletin Procedures

(i) For airplanes subject to the requirements of paragraphs (a) and (b) of this AD: Inspections are not required in areas that are spanned by an FAA-approved repair that has a minimum of 3 rows of fasteners above and below the chem-milled step. If an external doubler covers the chem-milled step, but does not span it by a minimum of 3 rows of fasteners above and below, in lieu of requesting approval for an alternative method of compliance (AMOC), one method of compliance with the inspection requirement of paragraphs (a) and (b) of this AD is to inspect all chemical-milled steps covered by the repair using internal nondestructive test (NDT) methods in accordance with Boeing 737 Non-Destructive Test NDT Manual, Part 6, Subject 53-30-20.

Alternative Methods of Compliance

(j)(1) An alternative method of compliance (AMOC) or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) AMOCs, approved previously in accordance with AD 2003-14-06, amendment 39-13225, for paragraphs (b) and (c) of AD 2003-14-06, are approved as AMOCs with paragraphs (a) and (g) of this AD for the applicable terminating action for the repetitive eddy current inspections only.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permit

(k) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(l) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-53A1210, Revision 1, dated October 25, 2001, excluding Appendix A. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(m) This amendment becomes effective on October 13, 2004.

Issued in Renton, Washington, on August 26, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20120 Filed 9-7-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

BAE SYSTEMS (OPERATIONS) LIMITED AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-07 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Docket 2002-NM-90-AD. Supersedes AD 2001-15-23, Amendment 39-12358.

Applicability: Model BAe 146 and Avro 146-RJ series airplanes, certificated in any category, as listed in BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002.

Compliance: Required as indicated, unless accomplished previously.

To prevent the installation of incorrect pressurization discharge valves and cabin pressure controllers, which could subject the airframe to excess stress and adversely affect the airframe fatigue life, accomplish the following:

Restatement of Certain Requirements of AD 2001-15-23

Part Identification

(a) As specified in paragraph (a)(1) or (a)(2) of this AD, as applicable: Identify the part numbers of the pressurization discharge valves and cabin pressure controllers to determine if any installed part is incorrect, as defined by and in accordance with BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, Revision 1, dated February 6, 2001; or BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002. As of the effective date of this AD, only BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-155 may be used.

(1) For airplanes post-Modification HCM50258A: Identify the part numbers within 30 days after September 10, 2001 (the effective date of AD 2001-15-23, amendment 39-12358); and, if any part is incorrect, limit the airplane ceiling to 31,000 feet until the incorrect part is replaced, as specified by paragraph (c) of this AD.

(2) For airplanes pre-Modification HCM50258A: Identify the part numbers within 6 months after September 10, 2001.

New Requirements of This AD

Part Identification

(b) For airplanes on which the requirements of BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, dated Revision 1, dated February 6, 2001, were accomplished: At the times specified in paragraph (b)(1) or (b)(2) of this AD, as applicable, identify the part number of the cabin pressure controller calibrated in inches of mercury to determine if any installed part is incorrect, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002.

(1) For airplanes post-Modification HCM50258A: Identify the part numbers within 30 days after the effective date of this AD; and, if any part is incorrect, limit the airplane ceiling to 31,000 feet until the incorrect part is replaced as specified by paragraph (c) of this AD.

(2) For airplanes pre-Modification HCM50258A: Identify the part numbers within 6 months after the effective date of this AD.

Corrective Action

(c) For any incorrect part identified in accordance with paragraph (a) or (b) of this AD: Within 500 flight cycles after identification of the part number, replace the part with a new, correct part, in accordance with the Accomplishment Instructions of BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, Revision 1, dated February 6, 2001; or BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002. As of the effective date of this AD, only BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-155 may be used.

(d) After installation of a correct part, prior to further flight, do a structural inspection and accomplish any applicable corrective actions, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (CAA) (or its delegated agent).

Credit for Accomplishment of Previous Actions

(e) Accomplishment of the actions specified in this AD in accordance with BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, dated November 17, 2000, is acceptable for compliance with the corresponding actions required by this AD.

Submission of Inspection Results and Parts Not Required

(f) Although the service bulletins referenced in this AD specify to submit information to the airplane manufacturer, and to return certain parts to the part manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance

(g)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, is authorized to approve alternative methods of compliance for this AD.

(2) Alternative methods of compliance, approved previously in accordance with AD 2001-15-23, amendment 39-12358, are approved as alternative methods of compliance with the applicable actions in this AD.

Incorporation by Reference

(h) Unless otherwise specified by this AD, the actions shall be done in accordance with BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002; and BAe Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, Revision 1, dated February 6, 2001; as applicable.

(1) The incorporation by reference of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-155, dated February 15, 2002, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.21-148, Revision 1, dated February 6, 2001, was previously approved by the Director of the Federal Register as of September 10, 2001 (66 FR 40864, August 6, 2001).

(3) Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Note 1: The subject of this AD is addressed in British airworthiness directive 004-02-2002.

Effective Date

(i) This amendment becomes effective on October 13, 2004.

Issued in Renton, Washington, on August 26, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20206 Filed 9-7-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-08 Boeing: Amendment 39-13786. Docket 2003-NM-131-AD.

Applicability: Model 727, 727C, 727-100, -100C, and -200 series airplanes, line numbers 1 through 887 inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracks and corrosion on the attach fitting holes of the forward trunnion attach fittings of the main landing gear (MLG), which could result in the collapse of the MLG, accomplish the following:

Service Bulletin References

(a) The term "service bulletin," as used in this AD, means Boeing Alert Service Bulletin 727-57A0132, Revision 3, dated March 20, 2003.

Initial Inspection

(b) Perform an inspection of the forward trunnion attach fittings of the MLG to determine the part number (P/N) of the attach fitting, in accordance with "Part 1" of the Accomplishment Instructions of the service bulletin, at the latest of the times specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD:

(1) Prior to airplanes reaching 240 months old since the date of issuance of the original Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness; or

(2) Within 18 months after the effective date of this AD; or

(3) Within 120 months after the last inspection/rework/repair of the attach fitting per Boeing Service Bulletin 727-57A0132, dated June 28, 1974, Revision 1, dated October 31, 1975, or Revision 2, dated April 24, 1981; or Boeing Alert Service Bulletin 727-57A0132, Revision 3, dated March 20, 2003.

Corrective Actions

(c) If, during the inspection required by paragraph (b) of this AD, both attach fittings are found to have P/N 65-19296-9, -10, -13, or -14; P/N 65-99909-1724 or -1727; P/N 65-19296U13 or P/N 65-19296U14 (attach fitting made of 7075-T73511 or 7050-T7451 aluminum); no further action is required by this paragraph.

(d) If, during the inspection required by paragraph (b) of this AD, any attach fitting is found to have P/N 65-19296-1 through -8 inclusive (attach fitting made of 7079-T6 aluminum): Before further flight, perform the actions in paragraphs (d)(1) and (d)(2) of this AD, as applicable.

(1) Do detailed and high frequency eddy current inspections of the attach fitting holes for cracks and corrosion, repair any crack or corrosion found, and rework the attach fitting holes, in accordance with Figures 4 and 5 of the service bulletin, except as provided by paragraph (d)(2) of this AD.

(2) If the attach fitting hole cannot be reworked or repaired in accordance with Figures 4 and 5 of the service bulletin: Before further flight, replace the attach fitting with a new attach fitting that has P/N 65-19296-9, -10, -13, or -14, P/N 65-99909-1724 or -1727, P/N 65-19296U13, or P/N 65-19296U14, in accordance with paragraph 7 of "Part II" of the Accomplishment Instructions of the service bulletin. Accomplishment of this replacement is terminating action for that fitting.

Terminating Action

(e) Within 120 months after the effective date of this AD, replace attach fittings that have P/N 65-19296-1 through -8 (attach fittings made of 7079-T6 aluminum) with new attach fittings that have P/N 65-19296-9, -10, -13, or -14, P/N 65-99909-1724 or -1727, P/N 65-19296U13, or P/N 65-19296U14 (attach fittings made of 7075-T73511 or 7050-T7451 aluminum), in accordance with paragraph 7 of "Part II" of the Accomplishment Instructions of the service bulletin. Replacement of all attach fittings made of 7079-T6 aluminum with new attach fittings made of 7075-T73511 or 7050-T7451 aluminum terminates the requirements of paragraph (d) of this AD.

Parts Installation

(f) As of the effective date of this AD, no person shall install, on any airplane, an attach fitting, P/N 65-19296-1, -2, -3, -4, -5, -6, -7, or -8 (attach fitting made of 7079-T6 aluminum), unless it has been inspected/reworked/repared in accordance with paragraph (d) of this AD.

Alternative Methods of Compliance

(g)(1) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) An AMOC that provides an acceptable level of safety may be used for any rework/repair required by this AD, if it is approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a rework/repair method to be approved, the approval must specifically reference this AD.

Incorporation by Reference

(h) The actions shall be done in accordance with Boeing Alert Service Bulletin 727-57A0132, Revision 3, dated March 20, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(i) This amendment becomes effective on October 13, 2004.

Issued in Renton, Washington, on August 26, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20205 Filed 9-7-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

BOEING AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-09 Boeing: Amendment 39-13787. Docket 2002-NM-305-AD.

Applicability: Model 777-200 and 777-300 series airplanes, line numbers 001 through 400 inclusive, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a possible source of ignition in a flammable leakage zone, which could result in an undetected and uncontrollable fire in the wheel well or wing trailing edge, and a possible fuel tank explosion, accomplish the following:

Replace and Seal

(a) Within 18 months after the effective date of this AD, for all four boost pumps of the main fuel tanks, replace the socket contacts in positions 2, 4, 6, and 7 with new, high-quality gold-plated contacts; and seal the backshell of the connector with potting compound; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-28-0028, Revision 1, dated July 15, 2004.

Note 1: Revision 1 of Boeing Service Bulletin 777-28-0028 incorrectly refers to June 06, 2002, as the date of issuance of the original issue of the service bulletin; the correct date is October 24, 2002.

(b) Replacements done before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 777-28-0028, dated October 24, 2002, as revised by Boeing Service Bulletin Information Notice 777-28-0028 IN 01, dated February 13, 2003; are acceptable for compliance with the requirements of paragraph (a) of this AD.

Alternative Methods of Compliance

(c) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

Incorporation by Reference

(d) The actions shall be done in accordance with Boeing Service Bulletin 777-28-0028, Revision 1, dated July 15, 2004. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be

inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(e) This amendment becomes effective on October 19, 2004.

Issued in Renton, Washington, on August 25, 2004.

Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-20119 Filed 9-13-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-19

**BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT**

2004-18-10 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-13788. Docket 2002-NM-338-AD.

Applicability: Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes, serial numbers 003 through 586 inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent contact between the lockwire pigtail of the fitting and the stiffener located on the inside surface of the fuel access covers of the wings, which could serve as a potential ignition source within the fuel tank if a cover is struck by lightning and result in possible fuel tank explosion, accomplish the following:

Inspection of Fitting Assemblies and Lockwire

(a) Within 12 months after the effective date of this AD, do a general visual inspection to verify proper installation of the fitting assemblies and the lockwire located on the vent and scavenge lines routed immediately below the fuel tank access covers on both wings by accomplishing all the actions specified in Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002. Do the actions per the service bulletin.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Corrective Actions for Any Improperly Installed Fitting Assembly or Lockwire

(b) If any fitting assembly is found to be improperly installed during the general visual inspection required by paragraph (a) of this AD, before further flight, do the actions specified in paragraphs (b)(1) and (b)(2) of this AD per Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002.

(1) Change the orientation of the fitting assembly.

(2) Perform a general visual inspection of the O-ring for damage, and replace any damaged O-ring with a new O-ring.

(c) If any lockwire is found to be improperly installed during the general visual inspection required by paragraph (a) of this AD, before further flight, replace the lockwire with a new lockwire, per Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002.

Inspection of the Stiffeners

(d) Within 12 months after the effective date of this AD, do a general visual inspection of the stiffeners on the underside of fuel tank access covers on both wings for signs of chafing damage caused by incorrect orientation of the lockwire tail, per Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002.

Corrective Action for Chafing Damage

(e) If any chafing damage is found during the general visual inspection required by paragraph (d) of this AD, before further flight, remove the damage per Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002, except where the service bulletin recommends contacting Bombardier for damage in excess of the given limits, before further flight, repair per a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or the Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Credit for Original Service Bulletin

(f) Accomplishment of the applicable actions specified in this AD before the effective date of this AD per Bombardier Alert Service Bulletin A8-28-33, dated June 3, 2002, is acceptable for compliance with the corresponding requirements of this AD.

Exception to Service Bulletin Reporting

(g) Although the service bulletin referenced in this AD specifies to report inspection findings to the airplane manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance

(h) In accordance with 14 CFR 39.19, the Manager, New York ACO, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with Bombardier Alert Service Bulletin A8-28-33, Revision "A," dated October 10, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, suite 410, Westbury, New York; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Note 2: The subject of this AD is addressed in Canadian airworthiness directive CF-2002-44, dated October 22, 2002.

Effective Date

(j) This amendment becomes effective on October 13, 2004.

Issued in Renton, Washington, on August 26, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20207 Filed 9-7-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

MCDONNELL DOUGLAS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-11 McDonnell Douglas: Amendment 39-13789. Docket 2002-NM-345-AD.

Applicability: Model DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51 airplanes; as listed in Boeing Service Bulletin DC9-57-225, dated December 10, 2002; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the outboard idler hinge fitting of the left and right wing flap at station Xw=333.148 due to fatigue cracking, which could result in a deflected flap that may cause asymmetric lift and consequent reduced controllability and structural integrity of the airplane, accomplish the following:

Inspections

(a) Prior to the accumulation of 40,000 total landing cycles on the outboard idler hinge fitting of the left and right wing flap at station Xw=333.148, or within 8,000 landing cycles on the fitting after the effective date of this AD, whichever occurs later: Do high frequency eddy current (HFEC) inspections for cracking of the counterbore of the two lower mounting holes and the lower forward edge of the flap idler hinge fitting at station Xw=333.148, in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC9-57-225, dated December 10, 2002. Although the service bulletin specifies to report inspection findings to the airplane manufacturer, this AD does not include that requirement.

Condition 1: No Crack Is Found

(b) If no crack is found during any inspection required by paragraph (a) of this AD, prior to further flight, install a new nut, plain washer, and pre-load indicating (PLI) washer in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC9-57-225, dated December 10, 2002. Repeat the inspections required by paragraph (a) of this AD thereafter at intervals not to exceed 1,000 landings on the fitting until the replacement required by paragraph (e) of this AD is done.

Condition 2: Crack Is Found

(c) If any crack is found during any inspection required by this AD: Before further flight, replace the cracked flap idler hinge fitting with a new or serviceable fitting having a part number identified under the "New Part Number" column of the applicable table shown in paragraph 2.C.1. of the Material Information section of Boeing Service Bulletin DC9-57-225, dated December 10, 2002. Do the replacement in accordance with the Accomplishment Instructions of the service bulletin.

Reinstatement of Inspections

(d) Prior to the accumulation of 40,000 total landing cycles on any new or serviceable fitting, do the HFEC inspections required by paragraph (a) of this AD. Repeat the HFEC inspections thereafter at intervals not to exceed 1,000 landing cycles on the fitting until the replacement required by paragraph (e) of this AD is done.

Replacement

(e) Prior to the accumulation of 80,500 total landing cycles on the flap idler hinge fitting, replace the fitting with a new or serviceable fitting having a part number identified under the "New Part Number" column of the applicable table shown in paragraph 2.C.1. of the Material Information section of Boeing Service Bulletin DC9-57-225, dated December 10, 2002. Do the replacement in accordance with the Accomplishment Instructions of the service bulletin. Repeat the replacement thereafter at intervals not to exceed 80,500 total landing cycles on the fitting.

Alternative Methods of Compliance

(f) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

Incorporation by Reference

(g) The actions shall be done in accordance with Boeing Service Bulletin DC9-57-225, excluding Appendix A, dated December 10, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024); or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(h) This amendment becomes effective on October 13, 2004.

Issued in Renton, Washington, on August 27, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20208 Filed 9-7-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

AIRBUS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-13 Airbus: Amendment 39-13792. Docket 2000-NM-297-AD. Supersedes AD 98-13-37, Amendment 39-10628.

Applicability: Model A300 B2 and B4 series airplanes on which Airbus Modification 3474 has been accomplished; and Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622R, C4-605R Variant F, and F4-605R airplanes on which Airbus Modification 12169 has not been incorporated in production; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking of the gantry lower flanges in the main landing gear (MLG) bay area, which could result in decompression of the airplane, accomplish the following:

One-Time Inspection and Corrective Action

(a) For Model A300 B2 and B4 series airplanes: Prior to the accumulation of 16,300 total flight cycles, or within 500 flight cycles after July 30, 1998 (the effective date of AD 98-13-37, amendment 39-10628), whichever occurs later, perform a one-time ultrasonic inspection for cracking of the gantry lower flanges in the MLG bay area, in accordance with Airbus All Operators Telex (AOT) 53-11, dated October 13, 1997.

- (1) If any cracking is detected, prior to further flight, repair in accordance with the AOT.
- (2) If no cracking is detected, no further action is required by this paragraph.

Repetitive Inspections and Corrective Action

(b) For Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622R, C4-605R Variant F airplanes, and F4-605R airplanes: Perform the requirements of paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, in accordance with Airbus Service Bulletin A300-53-6128, dated March 5, 2001.

(1) At the later of the times specified in paragraphs (b)(1)(i) and (b)(1)(ii) of this AD, perform initial ultrasonic inspections or high-frequency eddy current inspections for cracks of the lower flanges of gentries 3, 4, and 5 between fuselage frames FR47 and FR54, in accordance with the Accomplishment Instructions, including the Synoptic Chart contained in Figure 2, sheets 1 through 5 inclusive, of the service bulletin.

(i) In accordance with the thresholds specified in the Synoptic Chart contained in Figure 2, sheets 1 through 5 inclusive, of the service bulletin; or

(ii) Within 200 flight cycles after the effective date of this AD.

(2) Perform repetitive ultrasonic inspections or high-frequency eddy current inspections for cracks of the lower flanges of gantries 3, 4, and 5 between fuselage frames FR47 and FR54, in accordance with the thresholds and Accomplishment Instructions, including the Synoptic Chart contained in Figure 2, sheets 1 through 5 inclusive, of the service bulletin.

(3) Perform repairs and reinforcements, in accordance with the thresholds and the Accomplishment Instructions, including the Synoptic Chart contained in Figure 2, sheets 1 through 5 inclusive, of the service bulletin, except as specified in paragraph (b)(4) of this AD.

(4) If a new crack is found during any action required by paragraph (b)(1), (b)(2) or (b)(3) of this AD and the Synoptic Chart contained in Figure 2, sheets 1 through 5 inclusive, of the service bulletin specifies to contact Airbus for appropriate action: Prior to further flight, repair per a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent).

Credit for Inspections Accomplished in Accordance With the AOT

(c) Any inspection accomplished before the effective date of this AD in accordance with Airbus AOT 53-11, dated October 13, 1997, is acceptable for compliance with the corresponding inspection specified in paragraph (b)(1) of this AD, for that inspection area only. Operators must do the applicable inspections in paragraph (b)(1) of this AD for the remaining inspection areas.

Alternative Methods of Compliance (AMOCs)

(d) An AMOC or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved AMOCs with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with Airbus Service Bulletin A300-53-6128, excluding Appendix 01, dated March 5, 2001; and Airbus All Operators Telex (AOT) 53-11, dated October 13, 1997; as applicable.

(1) The incorporation by reference of Airbus Service Bulletin A300-53-6128, excluding Appendix 01, dated March 5, 2001, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus All Operators Telex (AOT) 53-11, dated October 13, 1997, was approved previously by the Director of the Federal Register as of July 30, 1998 (63 FR 34589, June 25, 1998).

(3) Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Note 3: The subject of this AD is addressed in French airworthiness directives 1997-372-236(B) R2, dated April 18, 2001, and 2001-091(B), dated March 21, 2001.

Effective Date

(g) This amendment becomes effective on October 19, 2004.

Issued in Renton, Washington, on August 31, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20408 Filed 9-13-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

**AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT**

2004-18-14 Airbus: Amendment 39-13793. Docket 2002-NM-228-AD. Supersedes AD 2002-16-12, Amendment 39-12851.

Applicability: Model A330 and A340-200 and -300 series airplanes, certificated in any category; equipped with any spoiler servo control having part number (P/N) 1386A0000-01, 1386B0000-01, 1387A0000-01, or 1387B0000-01.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is advised of the proper procedures in the event of uncommanded movement of a spoiler during flight, which could result in reduced controllability of the airplane and consequent significant increased fuel consumption during flight, and could result in an in-flight turn-back or diversion to an unscheduled airport destination, accomplish the following:

Restatement of Requirements of AD 2002-16-12

Revision to Airplane Flight Manual (AFM)

(a) Within 10 days after September 20, 2002 (the effective date of AD 2002-16-12, amendment 39-12851), revise the Limitations Section of the AFM by including the procedures listed in Figure 1 of this AD. This revision may be done by inserting a copy of the following Figure 1 into the AFM:

Figure 1

"PROCEDURE:

- If "F/CTL SPLR FAULT" is triggered

–F/CTL S/D

page CHECK

- If the affected spoiler is not indicated extended amber:

The spoiler is faulty in the retracted position. In such a case, the specific OEB procedure does not apply.

–LDG DIST PROC APPLY

Multiply the landing distance by 1.1 for 3 or 4 spoilers lost per wing

Multiply the landing distance by 1.2 for 5 or 6 spoilers lost per wing

- If the affected spoiler is indicated extended amber, apply the following procedure:

IN CRUISE

CAUTION

Disregard FMGC fuel predictions, as they do not take the increase in fuel consumption into account.

–FUEL CONSUMPTION INCREASE.....	APPLY
Apply 18.5% increase in the fuel consumption	
–IN-FLIGHT TURN BACK/DIVERSION.....	CONSIDER
In-flight turn back or diversion may have to be considered due to this fuel penalty	
–MAX ACHIEVABLE ALTITUDE DECREASE.....	CONSIDER
With the maximum spoiler deflection, the maximum altitude in ISA conditions may decrease by 4,500 feet	
FOR LANDING	
–FOR LDG.....	USE FLAP 3
Use CONF 3 for landing to avoid possible buffeting, which, however, may be high depending on the failed spoiler	
–VAPP.....	NORM
–LDG DIST.....	x 1.1"

Note 1: When the procedure in paragraph (a) of this AD has been incorporated into the general revisions of the AFM, the general revisions may be incorporated into the AFM, provided the procedures in this AD and the general revisions are identical. This AD may then be removed from the AFM.

New Requirements of This AD

Initial Detailed Inspection/Functional Check

(b) Within 700 flight hours after the effective date of this AD: Do a detailed inspection/functional check of the blocking function of the pressure relief valves (PRVs) of affected spoiler servo controls (SSCs) by doing all the actions in accordance with paragraphs 3.A., 3.B.(1)(a), 3.D., and 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A330-27-3090 (for A330 series airplanes) or A340-27-4096 (for A340-200 and -300 series airplanes), both Revision 02, both dated August 1, 2002, as applicable.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Note 3: Liebherr Service Bulletin 1386A-27-03, Revision 1, dated February 4, 2002, is referenced in Airbus Service Bulletins A330-27-3090 and A340-27-4096, both Revision 02, as an additional source of service information for accomplishment of the inspections.

Corrective Action

(c) For airplanes having an affected SSC on which any malfunction is found during the inspection/functional check required by paragraph (a) of this AD: Before further flight, do the terminating action required by paragraph (e) of this AD for that SSC.

(d) For airplanes having affected SSCs on which no malfunction is found during the inspection/functional check required by paragraph (a) of this AD: Repeat the inspection/functional check one time within 1,600 flight hours after accomplishment of the initial inspection required by paragraph (a) of this AD. If no malfunction is found, repeat the inspection/functional check thereafter at intervals not to exceed 2,400 flight hours, until accomplishment of the terminating action required by paragraph (e) of this AD.

Terminating Action

(e) Except as required by paragraph (c) of this AD: Within 13 months after the effective date of this AD, modify all affected SSCs by doing all the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3094 (for A330 series airplanes) or A340-27-4100 (for A340-200 and -300 series airplanes), both Revision 01, both dated August 1, 2002; as applicable. Modification of all affected SSCs terminates the requirements of paragraphs (a), (b), (c), and (d) of this AD. After the modification has been done, the previously required AFM revision may be removed.

Note 4: Liebherr Service Bulletin 1386A-27-05, dated February 25, 2002, is referenced in Airbus Service Bulletins A330-27-3094 and A340-27-4100 as an additional source of service information for accomplishment of the modification.

Previously Accomplished Actions

(f) Accomplishment of the inspections in accordance with Airbus Service Bulletins A330-27-3090 and A340-27-4096, both dated September 28, 2001; or A340-27-4096, Revision 01, dated December 12, 2001; as applicable; is considered acceptable for compliance with the inspections required by this AD.

(g) Airbus Service Bulletins A330-27-3090 and A340-27-4096, both dated August 1, 2002, specify to submit inspection results to the manufacturer, however; this AD does not include that requirement.

Parts Installation

(h) As of the effective date of this AD, no person may install on any airplane a spoiler servo control having P/N 1386A0000-01, 1386B0000-01, 1387A0000-01, or 1387B0000-01, unless it has been modified per paragraph (e) of this AD.

Alternative Methods of Compliance

(i) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(j) The actions shall be done in accordance with the applicable service bulletins listed in Table 1 of this AD, unless the AD specifies otherwise.

TABLE 1.—MATERIALS INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A330-27-3090	02	Aug. 1, 2002.
A330-27-3094	01	Aug. 1, 2002.
A340-27-4096	02	Aug. 1, 2002.
A340-27-4100	01	Aug. 1, 2002.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies of the documents from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Note 5: The subject of this AD is addressed in French airworthiness directives 2002-552(B) and 2002-553(B), both dated November 13, 2002.

Effective Date

(k) This amendment becomes effective on October 19, 2004.

Issued in Renton, Washington, on August 31, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20407 Filed 9-13-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-19

MCDONNELL DOUGLAS AIRWORTHINESS DIRECTIVE LARGE AIRCRAFT

2004-18-15 McDonnell Douglas: Amendment 39-13794. Docket 2002-NM-283-AD. Supersedes AD 2001-24-21, Amendment 39-12538.

Applicability: Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F airplanes; as listed in Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent chafing of the wire bundle located behind the flight engineer's panel caused by the wire bundle coming in contact with the lower edge of the feed-through, and consequent electrical arcing, which could result in smoke and fire in the cockpit, accomplish the following:

Restatement of Requirements of AD 2001-24-21

Inspection and Repair, if Necessary

(a) Within 1 year after June 21, 2000 (the effective date of AD 2000-10-03, amendment 39-11727), perform a one-time detailed inspection to determine if the wire segments of the wire bundle routed through the feed-through on the aft side of the flight engineer's station are damaged or chafed, in accordance with McDonnell Douglas Alert Service Bulletin DC10-24A149, Revision 01, dated July 28, 1999; or Boeing Alert Service Bulletin DC10-24A149, Revision 02, dated April 5, 2001; Revision 03, dated September 19, 2002; or Revision 04, dated March 26, 2003. If any damaged or chafed wire is found, prior to further flight, repair in accordance with the alert service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Revision of Wire Bundle Support Clamp Installation

(b) Within 1 year after January 16, 2002 (the effective date of AD 2001-24-21, amendment 39-12538), revise the wire bundle support clamp installation at the flight engineer's station, in accordance with Boeing Alert Service Bulletin DC10-24A149, Revision 02, dated April 5, 2001.

New Requirements of This AD

New Revision of Wire Bundle Support Clamp Installation

(c) Within 18 months after the effective date of this AD, do the applicable actions specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD, in accordance with Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003.

(1) For Group 1 airplanes, as defined in Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003: Revise the wire bundle support clamp installation at the flight engineer's station.

(2) For Group 2 airplanes, as defined in Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003: Revise the wire bundle support clamp installation at the flight engineer's station.

(3) For Group 3 airplanes, as defined in Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003: Revise the wire bundle support clamp installation at the first observer's station.

Modification

(d) For Group 4 airplanes, as defined in Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003: Within 18 months after the effective date of this AD, modify the wire bundle in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003.

Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(f) The actions must be done in accordance with the applicable service bulletin listed in Table 1 of this AD.

TABLE 1.—SERVICE INFORMATION INCORPORATED BY REFERENCE

Service information	Revision level	Date
McDonnell Douglas Alert Service Bulletin DC10-24A149	01	July 28, 1999.
Boeing Alert Service Bulletin DC10-24A149	02	April 5, 2001.
Boeing Alert Service Bulletin DC10-24A149	03	September 19, 2002.
Boeing Alert Service Bulletin DC10-24A149	04	March 26, 2003.

(1) The incorporation by reference of Boeing Alert Service Bulletin DC10-24A149, Revision 03, dated September 19, 2002; and Boeing Alert Service Bulletin DC10-24A149, Revision 04, dated March 26, 2003; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin DC10-24A149, Revision 02, dated April 5, 2001, was approved previously by the Director of the Federal Register as of January 16, 2002 (66 FR 64121, December 12, 2001).

(3) The incorporation by reference of McDonnell Douglas Alert Service Bulletin DC10-24A149, Revision 01, dated July 28, 1999, was approved previously by the Director of the Federal Register as of June 21, 2000 (65 FR 31253, May 17, 2000).

(4) Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr-locations.html.

Effective Date

(g) This amendment becomes effective on October 19, 2004.

Issued in Renton, Washington, on August 31, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-20406 Filed 9-13-04; 8:45 am]

BILLING CODE 4910-13-P